Baltimore & Ohio Railroad Station & Freight House
98 Baltimore Road
Rockville
Montgomery County
Maryland

HABS No. MD-238

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Reduced Copies of Measured Drawings

Historic American Buildings Survey
Heritage Conservation and Recreation Service
Department of the Interior
Washington, D.C. 20243

HISTORIC AMERICAN BUILDINGS SURVEY

B & O RAILROAD STATION AND FREIGHT HOUSE
ROCKVILLE, MARYLAND

Location: 98 Baltimore Road (northeast corner of Church Street and Baltimore Road), Rockville, Montgomery County, Maryland.
USGS Rockville, Md. Quadrangle, Universal Transverse Mercator Coordinates: 18.314450.4327940.

Present Owner: Chessie System, 2 Charles Street, Baltimore, Maryland (Main Offices in Cleveland, Ohio).

Present Occupant: Baltimore and Ohio Railroad.

Present Use: Railroad passenger station.

Significance: Located on the Metropolitan Line of the B & O Railroad, the Rockville passenger station has served the area's transportation needs continuously since its openings in 1873. A simple, well executed example of Ruskinian Gothic Revival architecture, the station was byilt according to a standard design used by the B & O in the 1870's for several of its smaller stations.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Dates of erection: Construction of the passenger station began in June, 1873, and was completed by January, 1874 (Montgomery County Sentinel, June 13, 1873, and January 3, 1874). The freight house was constructed in 1887 (61st Annual Report, p. 36).

2. Architect: Unknown; however, because the building was produced from a standard design, probably originating from the B & O's office, it may have been planned under the supervision of Baltimore architect E. Francis Baldwin (1837-1916). Baldwin, reportedly, was the architect for the B & O in 1873 (Baltimore Sun, December 29, 1954), the same year construction of the Rockville depot began. By 1880, he is listed as an officer of the railroad (Howard, p. 848) and during the 1880's and 1890's, along with his partner, Josias Pennington, he designed several B & O buildings, including the railroad's headquarters (ca. 1881) and the Mount Royal Station (1896), both in Baltimore. The Rockville station shares a similar style of trim and detailing with the Point of Rocks Station,

Maryland (Washington Junction), built in 1875, which has been attributed to Baldwin.(HAER, MD-14).

3. Original and subsequent owners: Legal description of property: Lots 19 and 20 of Haymond's [sic] Addition in the Third Addition to Rockville. The transfer of property occurred on July 21, 1873, from William Brewer, a Rockville attorney and real estate speculator, to the Baltimore and Ohio Railroad Company. The B & O paid $1000.00 for two lots in the 8½ acre addition, which was surveyed on June 14, 1872, and was officially added to the city on March 4, 1873 (Deeds EBP 10/470, EBP 12/301, PBR B/57). The majority of the addition's lots were intended for residential use, eleven being sold between April 1873 and July 1875. Since the original purchase, the B & O, now part of the Chessie system, has held continuous ownership of the property. Plans call for the extension of the Washington area's Metrorail system to Rockville, with the new lines passing over the present site of the station and freight house. It is expected, therefore, that the property will pass into the ownership of the Washington Metropolitan Area Transit Authority.

4. Original plans and construction: Although no original plans or building permits survive, the plans for the station are described in the Montgomery County Sentinel (May 9, 1873). The station was "to be of uniform size, two stories in height, 53 feet front by 41 depth, and built of press brick, with slate roof." On June 13, the Sentinel reported that, "Workmen are now engaged in erecting the depot buildings at Rockville." Construction was apparently allowed to proceed despite the fact that the B & O did not acquire ownership of the property until July 21, 1873, (Deed EBP 10/470). The original station consisted of the two-story, T-shaped building that served both as the depot and the stationmaster's residence. As early as mid-April, 1873, the city was "determined to have a plank-walk laid to the depot," (Sentinel, April 25, 1873). So, by the time of construction, the city officials, anxious to encourage Rockville's growth, resolved to pay $40.00 "for furnishing lumber for sidewalks to the depot," (Minutes of Rockville Commissioners, June 2, 1873).

5. Alterations and additions: The first additions to the depot facility occurred during 1873-74, when a 18'x30' tool house, a 360' spur track, and various platforms were constructed (48th Annual Report, 1873-74, p. 46.). The tool house, apparently free standing, was probably planned as a temporary structure since there is no later evidence of it. Between 1874-75 "a kitchen addition, 11'x14', [was] built [on] to [the] agent's house," (49th Annual Report, 1874-75, p. 50). On April 24, 1875, the city ordered the Rockville officials of the Metropolitan Line to "deposit a sufficientcy [sic] of earth excavated from the Depot lot in Baltimore Street," to bring it up to a proper grade. The Sentinel (April 30, 1875) noted this activity and observed that "during the past few days a large number of hands have been employed in grading and sodding the lot on the south side of the

Depot...It is the intention to make a flower garden with a gravel road through it so that a carriage can drive up close to the platform for the accomodation of passengers."

On May 6, 1875, the city authorized the construction of a plank-walk "along the left hand side of the Baltimore Road to...Church Street. The dirt bed for [the] sidewalk shall be nine feet in width, three planks, 8 inches wide, be laid sidewise the entire length of the [side] walk."

Between 1879 and 1881, the railroad replaced more than 1500 feet of platforms at the Rockville station (54th Annual Report, p. 52; 55th Annual Report, p. 47).

In 1887, the present freight house, "21 x 40 feet, 14 feet high, covered with slate was built at Rockville," in addition to 688 feet of new platform (61st Annual Report, p. 36).

By 1897, the station and its accompanying facilities were at their most developed stage. A Sanborn Fire Insurance Map of the same year records five structures, including a telegraph house, a passenger shelter, and a coal and oil shed in addition to the passenger depot and freight house.
The telegraph office was at the northwest corner of the grade crossing formed by the Baltimore Road and the railroad tracks. It was a two story, clapboarded structure with a hipped roof of medium pitch. Built before 1897, it was demolished by 1915. Across the tracks, directly opposite the station, stood a small three-sided passenger shelter. This building was constructed of board and batten siding and had a standing seam metal roof. Present in the 1897 map, its exact demolition date, post 1954, is unknown. The coal and oil shed was adjacent to the northwest corner of the station's ell wing. This small shed - 10½'x 14½' - was made of flush board siding with a slate-clad hipped roof of medium pitch. This building appears in the 1897 map and its date of demolition, also after 1954, is unknown.

The same map shows two porches that were added to the passenger station. A shed roof porch with standing seam metal covering and decorative brackets on the support posts was located on the southwest side of the south waiting room, covering the walk leading into the ell. The other metal roof porch was attached to the kitchen addition's souteast side. Both porches have been removed. A bathroom was added between the 1897 map and 1919, (I.C.C. Valuation Report, p. 36, 37A) to the southwest side of the north waiting room. In addition, the Sanborn Map shows the 1875 turnaround drive, the extensive system of wooden platforms, two spur tracks and three sets of railroad tracks.

In 1919, the Interstate Commerce Commission's Bureau of Valuation undertook an inventory of the B & O's properties, including the depot at Rockville. Besides the buildings listed above, the station had a 30' well--not used since 1907--, cast-iron fencing

between the tracks, another fence surrounding the station master's yard, and eleven maple and oak trees. Located on the southwest side of the freight house was a Fairbanks double-beam scale with an 8000 pound capacity. All that remains of the scale is two cast-iron Doric columns. Listed in the same inventory was a movable milk platform, apparently capable of rolling directly up to a boxcar for handling milk shipments. An interior inventory notes that the front rooms in the station were heated by coal burning stoves. Both waiting rooms - men's (south) and women's (north) - used Grafton No. 1 coal burning stoves. The central ticket office was heated by a smaller Grafton No. 2 stove. Iron frame settees with wooden slats provided seating in the waiting rooms.

Beginning in 1915, the buildings around the depot either began to deteriorate or were demolished. By 1915, the telegraph office and platform were dismantled. Between 1915-24, the wooden passenger platform directly across from the station was removed. In 1935, after a school bus was struck by a train, President Roosevelt ordered the grade crossing at the Baltimore Road closed. By 1949, the small porch on the kitchen addition was dismantled (1949 Sanborn Map) and between 1954 and 1976, the passenger shelter, the coal and oil shed, the fences, and the southwest porch were removed. As of 1977, the depot consisted of the passenger station, the freight house and five button hook lamp posts. Plans call for the right-of-way of the Washington Metropolitan Area Transit Authority's new Metrorail lines to pass through the site of the station. It is expected that the station and freight house will be moved to an adjacent site within the original tract purchased by the B & O.

B. Historical Events and Persons Connected with the Structure:

The Rockville station is located sixteen miles from Washington, D.C., on the B & O's Metropolitan Line. This forty-two mile line, constructed between 1865 and 1873, formed an important link between Washington and Point of Rocks, Maryland, where it joined the main road of the B & O running west from Baltimore. This new line shortened the distance between Washington and the western states by forty-nine miles. The original cost of the line was reported to have been $70,000 per mile (Sentinel, May 9, 1873). The final rails were laid on February 8, 1873 (Sentinel, Feb. 14, 1873) and by late April 1873, the ballasting of the tracks was apparently completed. Around this time, a train of dignitaries inspected the line, including the vice-president, the governor of Maryland, General William Tecumseh Sherman, the post-master general and assorted railroad officials (Sentinel, May 2, 1873).

The Metropolitan Line opened for passenger and freight service on Sunday, May 25, 1873 (Sentinel, May 30, 1873). Twenty-eight stops of various sizes were located between Washington and Point of Rocks (Scharf, p. 700). Nine stops were to have "suitable station houses," while there were to be "four of the first class erected,

at Silver Spring , Rockville, Germantown, and Dickerson," (Sentinel, May 9, 1873). By June 9, twelve trains per day were to run over the line.

The opening of the Metropolitan Line brought Rockville the advantages of cheap and fast transportation for both passengers and freight. City officials anticipated increases in commerce and population, and responded by installing plank-walks connecting the main street to the depot. The station was located in Rockville's newly acquired Third Addition, where lots were being sold by April of 1873 for the construction of homes (Sentinel, April 25, 1873).

During the latter part of the nineteenth century, the railroad helped Rockville earn a reputation as a summer resort community, enhanced by its healthful air and proximity to Washington. In 1873 the sixteen mile ride could be made in 45 minutes for sixty cents (Sentinel, May 31, 1873). By 1890, between twenty to thirty trains were running over the Metropolitan Line each day. Since then the frequency of trains has gradually decreased; yet in 1977, the depot still served the commuting needs of area residents despite neglect and its 104 years.

C. Sources of Information:

1. Old views:

a. Page 19, plate 10 of An Atlas of Fifteen Miles Around Washington, Including the County of Montgomery, Maryland. This 1879 map shows the passenger station with platforms, the circular drive, two sets of tracks and a spur track. Geography and Map Division, Library of Congress (See HABS photocopy).

b. Sanborn Map Company [Fire Insurance Maps for] Rockville, Md., editions of 1897, 1903, 1908, 1915, 1924, 1949. These maps show the station facilities at their most developed stage and provide a record of their decline. Geography and Map Division, Library of Congress (See HABS photocopy of 1897 map detail).

c. Six photographs, ca. 1911-1954, Montgomery County Historical Society, Rockville, Maryland. Ca. 1911 (066-014-059) shows grade crossing at the Baltimore Road and part of the telegraph office. Ca. 1917 (066-028-152-A) shows northeast (track) facade of passenger station and freight house, with platforms, fences and gable finials. Ca. 1917-23 (066-028-152B, 066-028-152C) two photographs taken at the same time showing the northeast and southeast facades, platforms, lamps, tracks, and fences. Ca. 1954 (066-028-152D, 066-028-152E) two photographs, one showing the stations southeast side, including now missing shed roof porch. The other shows the northwest side, with a spur track, coal and oil shed, loading

platform, and cross track passenger shelter (See HABS photo copies).

d. Page 37A of Interstate Commerce Commission's Bureau of Valuation Study (1919), has a photograph showing the station's northwest side, including the coal and oil shed, rest room addition and loading ramp.

e. Photograph of Silver Spring, Maryland B & O Railroad Station, identical to Rockville's, demolished in June, 1945; F.S.A.-O.W.I., D-52037, neg. no. LC-VSW3-33279-D, Prints and Photographs Division, Library of Congress.

2. Bibliography

a. Primary and unpublished sources:

1. Manuscripts, etc.: The Division of Property Accounts for the Baltimore and Ohio Railroad, 2 Charles Street, Baltimore, Maryland, has a copy of the Interstate Commerce Commission's (I.C.C.) Bureau of Valuation inventory of the B & O's property, undertaken in 1919. The section concerning the Rockville station contains a complete listing of the buildings, grounds and all accompanying property, both interior and exterior, owned by the B & O at that time. Material is listed under: Valuation Section 1 Md. 25.1, Account 16, Station 850 plus 58 (Rockville, Md.) pp. 36-45.

Official Minutes of the Commissioners of the City of Rockville, Maryland, for the years 1873 and 1875 are located in the City Clerks Office, City Hall, Rockville, Maryland.

2. Deeds: Records of the survey of the Third Addition to the city of Rockville (EBP 12/301 and its plat, P.B.R. B/57), and deed recording the transfer of property that became the depot (EBP 10/470) are located in the office of Land Records and Deeds, Montgomery County, Office of the Clerk of the Circuit Court, Montgomery County Courthouse, Rockville, Maryland.

b. Secondary and published sources:

Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company, No.s 46, 47, 48, 49, 54, 55, 61.

Baltimore City Directories, 1865-79.

Baltimore Sun, December 29, 1954.

Corporate History of the Baltimore and Ohio Railroad,

as of June 30, 1919, p. 52.

Half-Century's Progress of the City of Baltimore; International Publishing Company, New York, 1886, p. 124.

Howard, George W., The Monumental City: It's Past History and Present Resources, Baltimore, J.D. Ehlers & Co., 1873, pp. 286-7.

_____, The Monumental City: It's Past History and Present Resources, Baltimore, 1873 [1880] pp. 847-48.

Industries of Maryland: A Descriptive Review of the Manufacturing and Mercantile Industry of Baltimore, New York, Philadelphia, Baltimore: Historical Publishing Company, 1882, p. 339.

Kervick, Francis W., Architects in America of Catholic Tradition, Rutland, Vermont: Charles E. Tuttle Co., 1962, pp. 14, 16-17.

Mercantile Advancement Co., compiler. Baltimore: The Gateway to the South, the Liverpool of America, Baltimore, 1898, p. 195.

Montgomery County Sentinel, Rockville, Maryland. Various issues cited in text.

Scharf, John Thomas, The History of Western Maryland, Philadelphia, 1882. Reprint 1968, Baltimore: Regional Publishing Co., 1968, pp. 699-701, 741.

Withey, Henry F., and Withey, Elsie Rathburn, Biographical Dictionary of American Architects (Deceased), Los Angeles: New Age Publishing Co., 1956, pp. 33, 467.

Prepared by Philip Hamp
Project Historian
Historic American Buildings Survey
August, 1977

PART II. ARCHITECTURAL INFORMATION:

B & O RAILROAD STATION (FREIGHT HOUSE DESCRIBED SEPARATELY)

A. General Statement:

1. Architectural character: This small suburban railroad depot was built from a standard design by the B & O for its stations along the Metropolitan line. The straight forward exterior massing, symmetrical arrangement of interior spaces, and (extendable) rear ell reveals a building that was adaptable for a variety of sites and local conditions. Details such as stone lintels, button-hook platform lamps and sawn woodwork were shared with other B & O stations. Through the careful use of these common elements and skillful handling of the building materials--pressed brick, cut stone, slate shingles and painted woodwork--a successful example of Ruskinian Gothic Revival architecture was achieved.

2. Condition of fabric: Fair. Structural deterioration is occuring in both the timber framing and in the masonry walls.

B. Description of Exterior:

1. The station is one-and-a-half stories in a T-shaped plan, with three structural bays on the northeast side. The main, rectangular section measures 53'-8" by 23'4", with a projecting central bay. A 15' platform stands in front. The rear ell, 16'-9" by 19'-2", and the later kitchen addition, 11'-0" by 15'-0", are perpindicular to the main, rectangular section.

2. Foundation: Rough cut stone with limestone watertable.

3. Wall construction, finish and color: Red-orange brick laid in common bond (seven stretcher courses to one header course) with black mortar. Limestone string courses are immediately below the windows on the main floor and at the second floor level.

4. Structural system, framing: Masonry bearing walls with timber framing.

5. Porches: A wooden platform three steps above grade is located on the track side of the building.

6. Chimneys: There are three chimneys. Two are on the roof ridge flanking the main gabled dormer. These are brick with corbelled caps and octagonal chimney pots. At the

intersection of the roof ridge and the central gabled dormer is a metal ventilator. The third chimney is on the end wall of the original ell and is made of brick with a corbelled cap.

7. Openings:

a. Doorways and doors: The northeast (track) facade has two doorways, one on either side of the central bay. Each entry consists of two, two-paneled doors with moldings surmounted by a three-light transom. The arch surrounds of cream and brown cut stone are arranged in radiating voussoirs. On the southeast facade, at the junction of the ell onto the main building, is a door leading into what was the stationmaster's residence. Both this door and the one leading into the adjacent kitchen wing on the same axis are of wooden frame construction, the former containing a single-light transom, while the latter has none. Both doors have plain reveals and flat arches with brick lintels. Another door, on the building's northwest facade, is of similar construction.

b. Windows:

Northeast facade: The central projecting bay has a pair of two-over-two-light double-hung sash windows with wooden frames. The lancet-arched windows have surrounds of radiating voussoirs composed of brown and cream taper-cut stones. Identical windows are present on the short northwest and southeast walls of the projecting bay. Each of the wings of the track facade contains two windows flanking each side of the doorway. Each window is a two-over-two-light double-hung sash of wooden construction. The stone sills are in line with the string course and the stone lintels are basket-handle arches. The three gabled dormers have pointed-arch two-over-two-light double-hung sash windows in wooden frames.

Southeast facade: The first floor waiting room has a pointed-arch, two-over-two double-hung sash window, surrounded by a wooden frame. The stone sill is incorporated into the lower string course. Brown and cream taper-cut stones, arranged in radiating voussoirs, surround the arch. The second floor has a pair of pointed-arched, two-over-two-light double-hung sash windows resting on the upper stone string course.

Both have brown and cream cut stone radiating voussoir arches. The two remaining windows on the first floor, situated in the ell, have flat brick arches and wooden sills. Both are boarded up. The second floor of the ell has a dormer with a pointed-arched, two-over-two-light double-hung sash window in a wooden frame. The three dormers on the southeast facade and the dormer on the northwest facade are identical.

Southwest facade: The south waiting room has a pointed-arched window with the same detailing found in the south waiting room window on the southeast facade. The adjacent baggage room has a four-over-four-light double-hung sash window with a flat arch in a wooden frame. The stone sill is incorporated into the string course. A folding iron grill covers and secures the opening. The small rest room addition on the southwest side of the north waiting room has two wooden frame casement windows with flat brick arches and wooden sills. Both are boarded up. The second floor of the kitchen addition at the rear of the ell has a six-over-six-light double-hung sash window in a wooden frame on a wooden sill with a flat brick arch.

Northwest facade: The windows on the main body of the station are identical to those on the southeast side. In addition; however, the first floor of the ell has two boarded up windows, both with flat brick arches and wooden frames. The stationmaster's window has a stone sill, while the kitchen addition has a wooden sill. A small casement window opening from an interior closet is hidden by the rake of the extending eave at the junction of the ell with the main body of the station on the second floor.

c. Shutters: The window on the southwest side of the south waiting room has the only remaining shutters on the building. They are louvered wooden shutters.

8. Roof:

a. Shape: The main roof is a 45 degree gable with jerkinhead ends. This is crossed by a steeply pitched gabled dormer, centered on the roof. Extending out from the main roof over the passenger platform are bracketed porch roofs. The rear ell wing has a gabled roof of medium slope. The kitchen addition's roof is similar in configuration, yet is placed off center at a slightly lower height than the rest of the ell.

b. Covering: The main roof is covered by rectangular earthtone slates and is accented by hexagonally cut red slate banding that runs the length of the roof. The porch roofs are covered with asphalt composition roofing. The rear ell is covered by earthtone slates and the kitchen addition is covered with a standing seam metal roof.

c. Eaves: All the gable ends have plain projecting verges except those on either end of the main building, which have bargeboards decorated with drop pendants, open sawn work and incised carving. Projecting eaves with plain soffits occur around the entire building except on the projecting porch roofs, which have exposed, carved rafters.

d. Dormers: The major dormer on the building projects out from the central structural bay on the northeast facade. It is steeply sloped, has decorative bargeboards, and is covered with board and batten siding. Beneath the dormer is a brown trim board of sawn fleur-de-lis. On the same side, flanking this central gable are two triangular dormers, each with board and batten paneling and bargeboards. The five remaining dormers are located on the southwest roof of the main building and on either side of the ell. These are of similar construction with board and batten siding, bargeboards, and slate shingles.

C. Description of Interior:

1. Floor plans:

a. First floor: A full basement with fieldstone walls and an exterior entrance is beneath the rear ell. The other parts of the building are built on grade level. The ground floor of the main building is symmetrical in plan. Two waiting rooms, each with an exterior entry, flank a centrally located ticket office and adjacent baggage room. In addition, the north waiting room has a small bathroom attached to its southwest wall. Abutting this, but entered from the outside at the northwest corner of the northwest facade, is another bathroom. The baggage room is connected to the ell by a door in its southwest wall. This opens to a small hallway where access is possible to either the outside, through an exterior door positioned at the intersection of the building wings, the upstairs, or the stationmaster's living quarters, currently used as a storage area.

Directly through the storage room is the kitchen addition, containing a stairway leading to the second floor.

b. Second floor: The second floor of the main building is laid out almost identically to the first. Two large rooms with closets, formed by the angle of the roof and the floor on the northeast and southwest sides, flank a central sitting room and kitchen area. Access to the rear ell is by five steps descending to the landing at the top of the main staircase. The second floor of the rear ell has a dormered room with a non-working fireplace. Through this room is the second floor of the kitchen addition, which contains a bathroom and a staircase leading down to the main level.

2. Stairways: The main stariway is positioned at the juncture of the main building and the ell. It is a dog-leg stair with winders, a chamferred newell post, and paneled wainscotting. The stairway in the kitchen wing has two uneven flights with winders.

3. Flooring: The basement has a dirt floor. The rest of the building is floored with three to four-inch softwood boards, which, in most areas, have been covered with carpet or linoleum tile.

4. Wall and ceiling finish: All walls are of white plaster laid on either lath or brick. All ceilings are plaster.

5. Doorways and doors: All first floor doorways have flat arches and wooden surrounds. Four-panel wooden doors are used throughout the main floor, except for a wooden louvered door between the ticket office and the baggage room, and a Dutch door between the baggage room and the south waiting room. The second floor has smaller four-panel doors leading into the waist-high closets in the eaves. All other doors have been removed.

6. Trim: The ticket windows have pointed-arched openings, with wooden surounds. The shelves at the ticket windows are supported by wooden brackets with trefoil carvings. The waiting rooms have plain wainscotting of flush boards, surmounted by a simple molding.

7. Heating: The waiting room and ticket office area were ori-

ginally heated by coal burning stoves. Both waiting rooms used Grafton No. 1 stoves. The central ticket office was heated by a smaller Grafton No. 2 stove. The stationmaster's quarters had fireplaces on both floors with accomodations for stove pipes. The building is currently heated by steam.

D. Site:

The building is situated on a triangular site approximately 290' along the track side by 150' along Baltimore Road by 256 along Church Street in a light industrial area on the fringe of Rockville's central business district. To the northwest of the passenger station is the freight house. Both buildings are oriented towards the tracks and face northeast. Five buttonhook lampposts line the waiting platform on the opposite side of the tracks.

B & O FREIGHT HOUSE (HISTORY INCORPORATED WITH RAILROAD STATION)

A. General Statement:

1. Architectural character: This freight house, a rectangular structure of masonry construction with bracketed eaves extending over a loading platform, is identical to the one at the B & O's Gaithersburg, Maryland depot. It is apparently the result of standard designs produced in the railroad's offices during the 1880's.

2. Condition of fabric: Fair. Masonry walls are in good condition but do need repointing. The timber frame roof and floor are deteriorating.

B. Description of Exterior:

1. The one-story rectangular structure measures 21'-2" by 40'-1" plus a 6'-0" loading dock on the track side. The building has five bays along the northeast (track) and southwest facades, and three bays on the southeast and northeast sides.

2. Foundation: Brick with no basement.

3. Wall construction: Red brick laid in common bond (seven

strecher courses to one header course). The bays on all sides are defined by piers that are set out from the wall plane by the width of one brick header. The wall panels on all sides are corbelled at both top and bottom to meet the surface of the piers. Four steps of alternating depths are used at the top while only two, of uniform depth, are used to connect the bottom with the water table. The central bays on the shorter sides have three slots, 6'-6" in height, set into the wall by two corbels.

4. Structural system, framing: The building has brick bearing walls and a wooden joist floor.

5. Porches: A wooden loading platform is attached to the track side of the freight house.

6. Openings:

   a. Doorways and doors: The building has two identical doors, centrally positioned on the longer sides. The wooden frame doorways are flanked by two brick pilasters, and have segmental arches with radiating brick voussoirs. Accompanying and above each voussoir is a small brick with a molded decorative button. The sliding door, on the northeast side, is four panels infilled with diagonal wood battens. The sill is smooth dressed granite.

   b. Windows: The building's two windows are centered on the short sides. Each consists of a granite sill, brick surrounds, and a segmental arch with radiating voussoirs, above which is a corresponding row of small bricks with molded buttons. Both openings are covered with boards, beneath which are the original mullions, which divide the windows into twenty-three lights in a staggered pattern.

7. Roof:

   a. Shape: The freight house has a gable roof of medium pitch with jerkinhead ends.

   b. Covering: The roof is covered with slate shingles of a uniform earth tone.

   c. Eaves: An extended eave with exposed and carved rafters

projects over the loading platform on the track side. This eave is supported in part by large open span brackets with carved and incised decoration. The southwest eave has exposed rafters with carved ends. The gable ends have projecting verges and four brackets, each with carved and incised decoration.

d. Dormers: Both the northeast and southwest roof slopes have a central eyebrow dormer ventilation with wooden louvers.

C. Description of Interior:

1. Floor plan: The interior of the freight house is an unobstructed space, except for a wooden loft hanging in the west-northwest corner. This loft is supported by metal tie rods hung from the rafters.

2. Flooring: The floor is made of random width softwood boards.

D. Site:

The freight house is 28' northwest of the passenger station, parallel to the tracks.

There is an 8000 lb.-capacity Fairbanks double beam freight scale on the southwest side of the building. The scale, which has been out of use for many years, is highlighted by a pair of cast-iron Doric columns.

Prepared by Kenneth Payson
Project Supervisor
Philip Hamp
Project Historian
Historic American Building Survey
August, 1977

PART III. PROJECT INFORMATION

This project was undertaken by the Historic American Buildings Survey in cooperation with the Washington Metropolitan Area Transit Authority in compliance with Executive Order 11593 prior to the

relocation of the depot and freight house. Under the direction of John Poppeliers, Chief of HABS, the project was completed in the Historic American Buildings Survey's Washington, D.C., office by Kenneth Payson, Project Supervisor; Jack E. Boucher, Project Photographer; Philip Hamp, University of Wisconsin, Project Historian; and Student Assistant Architects Bob Clarke, University of Notre Dame; Jonathan Fine, Cornell University; and Durward N. Potter, University of Maryland.

ADDENDUM TO
BALTIMORE AND OHIO RAILROAD, STATION AND FREIGHT HOUSE
98 Baltimore Road
Rockville
Montgomery County
Maryland

HABS No. MD-238

XEROGRAPHIC COPIES OF COLOR TRANSPARENCIES

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
U.S. Department of the Interior
Washington, D.C. 20013